

ADVISORY TO SHIPPING No. A-32-2015

October 7, 2015

TO : All Shipping Agents, Owners, and Operators

SUBJECT: Monthly Canal Operations Summary – SEPTEMBER 2015

1. Panama Canal Statistical Summary:

a. Transit Pilot Force	<u>277</u>
b. Pilots in Training	<u>6</u>
c. Tugs	<u>47</u>
d. Locomotives	<u>100</u>

2. Traffic Statistics:

	<u>Daily Average</u>	<u>High</u>	<u>Low</u>
Arrivals	33.83	47	20
Oceangoing Transits	32.70	38	19
Canal Waters Time (hours)	37.24	80.78	19.96
In-Transit Time (hours)	12.69	19.39	9.50
Oceangoing Transits:	<u>Total</u>	<u>Daily Average</u>	<u>Percentage</u>
Vessels of less than 91' beam	268	8.93	27.32
Vessels 91' beam and over	713	23.77	72.68
Total:	981	32.70	100
Vessels 100' beam and over	608	20.27	61.98
Vessels 900' length and over	121	4.03	12.33
Booking Slots:	<u>Available</u>	<u>Used</u>	<u>Percentage</u>
Large Vessels (beam 91' and over)	461*	427* ¹	92.62
Regular Vessels (beam less than 91')	226*	181* ¹	80.09
Regular Vessels (up to 300' in length)	0	0	0.00
Auctioned booking slots	23	17	78.26

*Does not include additional auctioned booking slots

¹ Includes booked transits only

3. The following page provides the scheduled locks maintenance work and other items of interest to the shipping community.

4. This advisory will be canceled for record purposes on October 31, 2015.

ORIGINAL SIGNED

Esteban G. Sáenz
Executive Vice President for Operations

OP, October 7, 2015
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SCHEDULE OF LOCKS MAINTENANCE OUTAGES							
Dates	Days/Hrs	Miraflores	Pedro Miguel	Gatun	*Estimated Capacity	Expected Booking Condition	Status
16 November, 2015	4 hours			West Lane **	33-35	1	Tentative
18 November, 2015	4 hours			West Lane **	33-35	1	Tentative
20 November, 2015	4 hours			West Lane **	33-35	1	Tentative
15-19 December 2015	5 days		West Lane ***		22-24	2	Tentative

*The normal transit capacity of the Panama Canal is 35-37 vessels per day, depending on vessel mix and other factors. This capacity is reduced during locks maintenance work, as indicated in the above table. Consequently, vessels may experience delays in transiting. When the Panama Canal's capacity is expected to be reduced, a corresponding reduction in the number of available reserved transit slots may be ordered by the Canal Authority.

Whenever a set of locks requires a major outage of one of its two lanes for dry chamber inspection, miter gate repairs, tow track work or other major maintenance/improvement projects, advantage may be taken to perform simultaneous single lane outages at other locks.

**In order to perform gates removal.

***In order to perform dry chamber works.

Pacific Access Channel Filling Begins

Currently at 93 percent completion, the Panama Canal Expansion Program continues to rapidly progress. This month, the filling of the fourth phase of the Pacific Access Channel (PAC-4) began, bringing one-step closer the connection of Culebra Cut to the new locks on the Pacific side.

The new channel is 6.1 kilometers long, 218 meters wide, and is located 9 meters above the level of Miraflores Lake. This will be the channel Neo Panamax vessels will take to bypass Miraflores Lake once the Expansion has been completed. The filling process is expected to be complete in approximately 20 days, as water levels rise between 0.5 and 1.0 meters per day.

Once the area is filled, the condition of the dam will be tested and verified before removing the plug that separates the new access channel from the current channel.

“The new Pacific Access Channel is nearly ready to accommodate the larger Neo Panamax vessels that will transit through the waterway,” said Panama Canal Administrator, Jorge L. Quijano, “Enabling the Panama Canal to provide even more advanced, quality service to the global maritime industry.”